



Robert Bentley
GOVERNOR

ALABAMA
DEPARTMENT OF TRANSPORTATION

AERONAUTICS BUREAU
1409 COLISEUM BOULEVARD
MONTGOMERY, ALABAMA 36130
PHONE (334) 242-6820
FAX (334) 353-6540



John R. Cooper
TRANSPORTATION DIRECTOR

July 14, 2011

Harold L. Crouch
Mayor, City of Chatom
P.O. Box 817
Chatom, Alabama 36518

**Subject: Annual Inspection Report
Roy Wilcox Airport**

Dear Mayor Crouch:


An inspection of the Roy Wilcox Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on July 6, 2011. The purpose of the inspection was to update the information currently on file regarding the airport and to ascertain compliance with the rules and regulations of the Alabama Department of Transportation governing licensed public-use airports within the State of Alabama.

Attached you will find a copy of the Annual Inspection Report for the airport. As noted in the report, the airport does not meet the requirements for the issuance of an operating license. The operating license for the airport is being withheld pending the required actions necessary to correct the safety deficiencies. The Code of Alabama 23-1-375 prohibits the operation of an airport for which a license has not been issued.

Several safety issues have been resolved; however obstructions remain in runway 12's approach path and must be removed for an operating license to be issued. Once this has been accomplished, you may contact the Aeronautics Bureau to schedule a re-inspection.

If you should have any questions concerning the inspection or corrective actions, please do not hesitate to contact the Aeronautics Bureau at (334) 242-6820.

Sincerely,



John C. Eagerton IV, D.P.A.
Chief, Aeronautics Bureau

JULY 6, 2011



ANNUAL INSPECTION REPORT



ROY WILCOX AIRPORT

CHATOM, ALABAMA

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AIRPORT SAFETY SELF-INSPECTION CHECKLIST	

Annual Inspection Report Roy Wilcox Airport Chatom, Alabama

July 6, 2011

Introduction:

Code of Alabama 23-1-357(c). The department may perform such acts, issue and amend such orders and make, promulgate, or amend general or special rules, regulations, and procedures and establish minimum standards, consistent with the provisions of this article as it shall deem necessary to carry out the provisions of this article and to perform its duties hereunder, all commensurate with and for the purpose of protecting and insuring the general public interest, health, welfare, and safety. (Act 2000-220, 10.)

In accordance with the provisions of the Code of Alabama 23-1-357(c) an inspection of the Roy Wilcox Airport was conducted by Mr. Kline Jeffcoat of the Alabama Department of Transportation Aeronautics Bureau on July 6, 2011.

The corrective actions that may be prescribed in this inspection report do not relieve the airport owner from compliance with any other Federal, State or local laws, ordinances or regulations that may be applicable. It is the responsibility of the airport owner to be aware of and obey all Federal, State or local laws, ordinances or regulations that may have a bearing on the corrective actions that may be specified in this report.

Inspection Methodology:

The inspection of the required State Approach/Departure Path and Federal Runway Protection Zones was accomplished by the use of approved engineering methods and equipment. The angles, locations and heights of trees or other objects within these areas were derived by the use of a Theodolite and electronic distance measuring device.

All other areas of the inspection were conducted visually and photographed for reference purposes.

Annual Inspection Report Roy Wilcox Airport Chatom, Alabama

July 6, 2011

License Status:

Code of Alabama 23-1-375(a). ...a person or municipality may not operate an airport, restricted landing area, or other air navigation facility without a license issued by the department.

Based upon the findings of the inspection conducted on July 6, 2011, it was determined that the airport **does not meet** the requirements for the issuance of an operating license.

The inspection was conducted on the airport under the provisions of the Administrative Code for the following areas:

1. Approach and Departure Paths **Administrative Code 450-9-1-.12(1)** (See Appendix 1)

State Licensing Standards:

- For all hard surface runways the approach and departure path begins 200 feet from the runway end (runway threshold).
- For all hard surface runways with a displaced threshold, the approach and departure path begins at the point of displacement (See Appendix 2).
- The approach and departure path for all runways slopes up at a ratio of 20:1.
- All penetrations of the approach and departure paths, whether natural or manmade, constitute an obstruction to navigation and must be removed.
- The land beneath the approach and departure path must be controlled by the airport owner. This is accomplished by ownership of the property in fee simple or by written perpetual agreement with the owner of the land.

Inspection Results:

- Runway 12 – Trees identified as Tree # 4, Tree # 5 and Tree # 6 obstruct the ALDOT 20:1 approach/departure path (See Photo # 1, # 2 and Appendix 2).
- Runway 30 – No obstructions (See Photo # 3 and Appendix 3).

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Photo # 1 – Runway 12 Obstructions

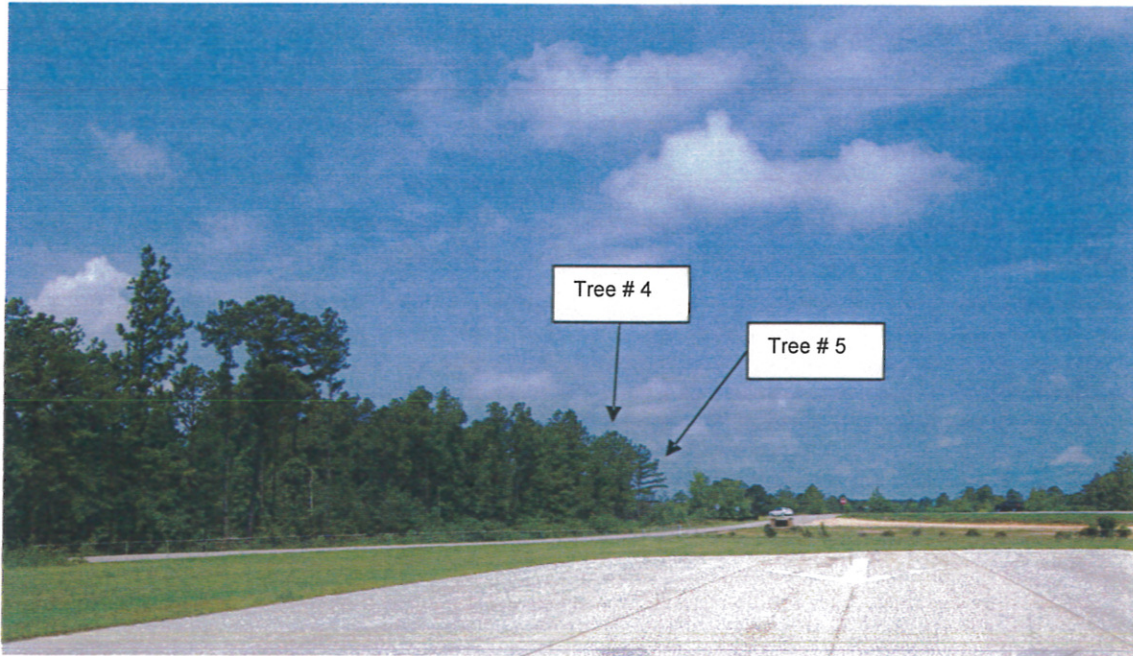
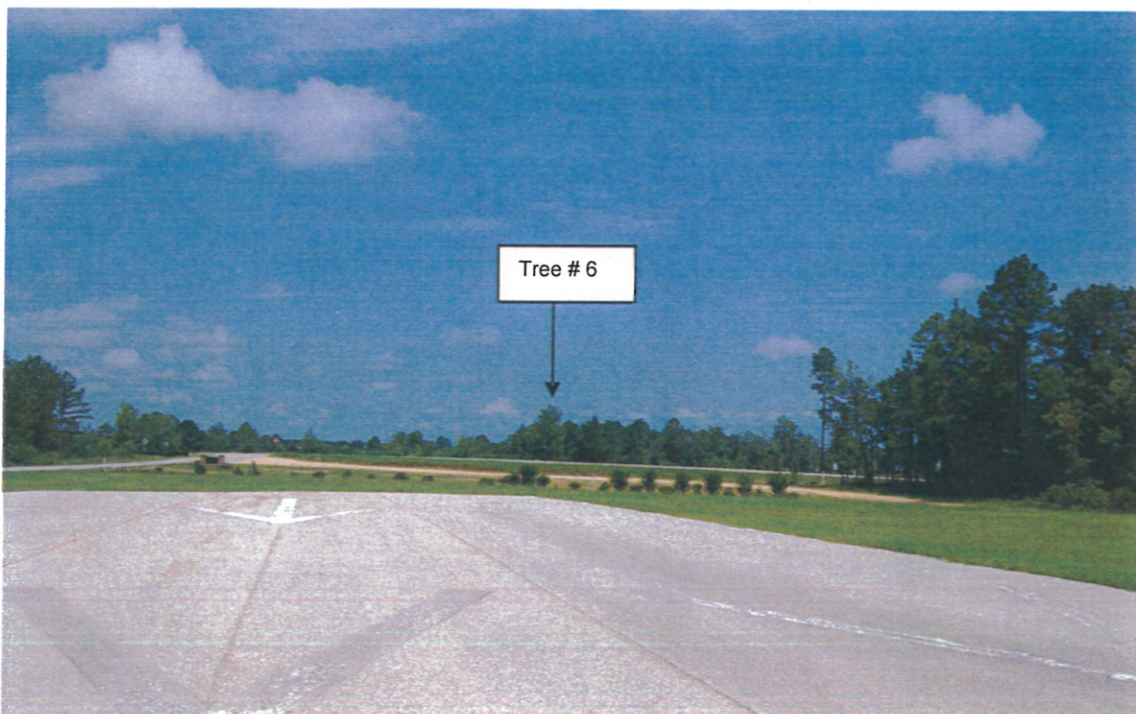


Photo # 2 – Runway 12 Obstructions



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Roy Wilcox Airport
Chatom, Alabama**

July 6, 2011

Photo # 3 – Runway 30 Approach



**2. Primary Surface
Administrative Code 450-9-1-.12(2)**

State Licensing Standards:

- Primary Surface (See Appendix 1): The primary surface is 250 feet wide, centered on the runway centerline and extends 200 feet past the end of the marked runway. The primary surface is required to be free of all obstructions, manmade or natural. The only allowable objects are runway lights, guidance signs, or navigation equipment that by function is required to be within the primary surface boundaries.

Inspection Results:

- The southeastern side of the runway's primary surface has recently been cleared and a silt fence has been installed to prevent erosion. Vegetation appears to have grown sufficiently to allow removal of the fence from the primary surface (See Photo # 4).

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Roy Wilcox Airport
Chatom, Alabama**

July 6, 2011

Photo # 4 – Primary Surface



Maintenance Required:

- Remove silt fence.

**3. Runway Safety Area
Administrative Code 450-9-1-.12(3)**

State Licensing Standards:

- Runway Safety Area (Appendix 1): All runways are required to maintain an obstruction free area adjacent to each runway. This area is 120 feet wide, centered on the runway centerline, and extends for a distance of 200 feet past the runway end. The area must be compacted and graded smooth with no ruts, humps, depressions or other potentially hazardous surface variations. The slope along the longitudinal centerline shall not exceed a rise or fall of three percent in elevation relative to the runway end elevation. The lip from the top of the pavement to the grade adjacent to the runway should not exceed 3 inches.

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Inspection Results:

- Runway 30's safety area also has a silt fence installed and grass appears mature enough for removal of the fence.

Maintenance Required:

- Remove silt fence.

4. Airport Markings Administrative Code 450-9-1-.12(4)

State Licensing Standards:

- Airport Markings: All runways are required to be marked in a manner identifying the boundaries of the landing areas. The runway markings must be painted white and be maintained in a legible condition.

Inspection Results:

- The airport markings are nonstandard, faded and in poor condition (See Photo # 5).

Photo # 5 – Basic Nonstandard Markings Rwy 30



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Maintenance Required:

- Markings should be replaced in accordance with FAA AC 150/5340-1K.

5. Wind Direction Indicator Administrative Code 450-9-1-.12(5)

State Licensing Standards:

- Wind Direction Indicators: All airports are required to have an operational wind direction indicator. It must be installed in a highly visible area and free from obstructions to ensure true wind direction and velocity. Night operations require the indicator be lighted.

Inspection Results:

- The wind direction indicator (wind cone) is operational and in good condition (See Photo # 6).

Photo # 6 – Wind Cone



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Roy Wilcox Airport
Chatom, Alabama**

July 6, 2011

**6. Airport Lighting
Administrative Code 450-9-1-.12(6)**

State Licensing Standards:

- Airport Lighting: Runway lights and a lighted wind direction indicator are required for night operations. A rotating beacon is suggested. All runway, threshold, and taxiway lighting shall be maintained in operational condition and shall not be obscured by natural growth such as grass and/or weeds.

Inspection Results:

- The airport lighting system was inspected appeared operational, however the system operates from a photo cell and the actual operation of the lights were not observed.

**7. Runway, Taxiway and Apron Conditions
Administrative Code 450-9-1-.12(7)**

State Licensing Standards:

- Runway, Taxiway and Apron Conditions: All airport pavement surfaces associated with aircraft operations must be kept smooth and free of any defect or obstruction that could damage an aircraft. The lip of the airport pavement surfaces must not exceed three (3) inches in elevation from the top of the pavement to the shoulder. The drop should only be enough to allow sufficient drainage and not pose a control problem for aircraft exiting the runway. The aircraft parking apron is for the operation and parking of aircraft only and should be smooth and free of obstructions or defects that could cause damage to aircraft during operations.

Inspection Results:

- The airport pavement surfaces are in good condition; however there is moderate raveling and some paving joint cracks with vegetation evident (See Photo # 7).

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Photo # 7- Runway Surface



Maintenance Required:

- Eradicate the vegetation, clean and seal the cracks and apply a surface treatment or thin overlay.

8. Fueling Area Requirements **Administrative Code 450-9-1-.12(8)**

State Licensing Standards:

- Signs should be posted prohibiting open flames or smoking in fueling areas. The fueling facility must be labeled indicating the type fuel being dispensed.
- Grounding cables must be available.
- A fire extinguisher approved for the purpose of extinguishing petroleum product fires available during all fueling operations.
- Serviceable hoses and connections that would preclude a rupture or leaking of fuel.

Inspection Results:

- No fuel service.

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9. Prohibited Activities Administrative Code 450-9-1-.16

State Licensing Standards:

- Prohibited Activities: The use of any portion of the aircraft operations area, or airport property within the boundaries of the imaginary surfaces of a licensed airport for any purpose other than the operation of aircraft shall be deemed a non-aeronautical activity and is prohibited.

Inspection Results:

- No prohibited activities were observed during the inspection.

Summary:

The table below summarizes items noted in this report.

INSPECTION SUMMARY

Inspection Area	Violation/Maintenance	Corrective Action
Approach/Departure Path	Violation	Remove obstructions
Primary Surface	Maintenance	Remove silt fence
Runway Safety Area	Maintenance	Remove silt fence
Airport Markings	Maintenance	Markings should be replaced in accordance with FAA AC 150/5340-1K
Runway Surfaces	Maintenance	Clean and seal cracks

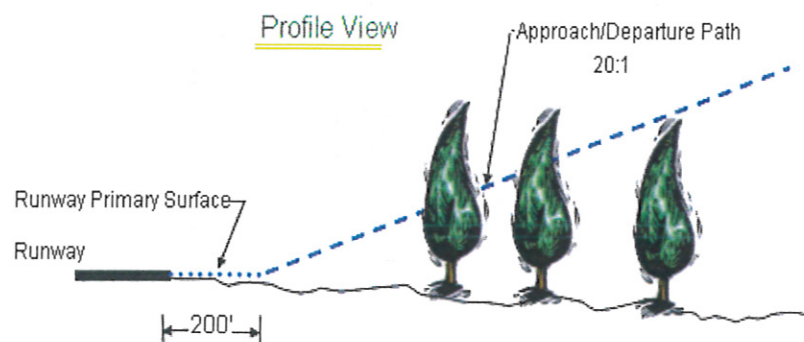
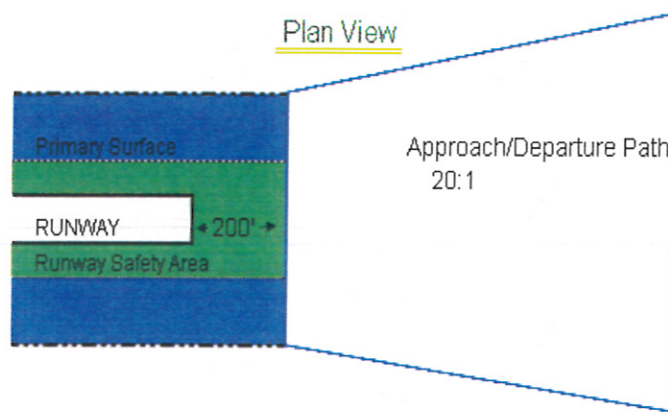
Included with this report is an airport safety self-inspection checklist. This checklist is taken from FAA Advisory Circular (AC) 150/5200-18C and should be used in accordance with this AC to develop your own self-inspection program.

Please contact the Aeronautics Bureau of the Alabama Department of Transportation at (334) 242-6820 with questions concerning the Annual Inspection Report.

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Approach and Departure Path Dimensions			
Inner Width	Outer Width	Length	Acreage
250 Feet	450 Feet	1,000 Feet	8.04 Acres
Primary Surface Dimensions			
250 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			
Runway Safety Area Dimensions			
120 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			



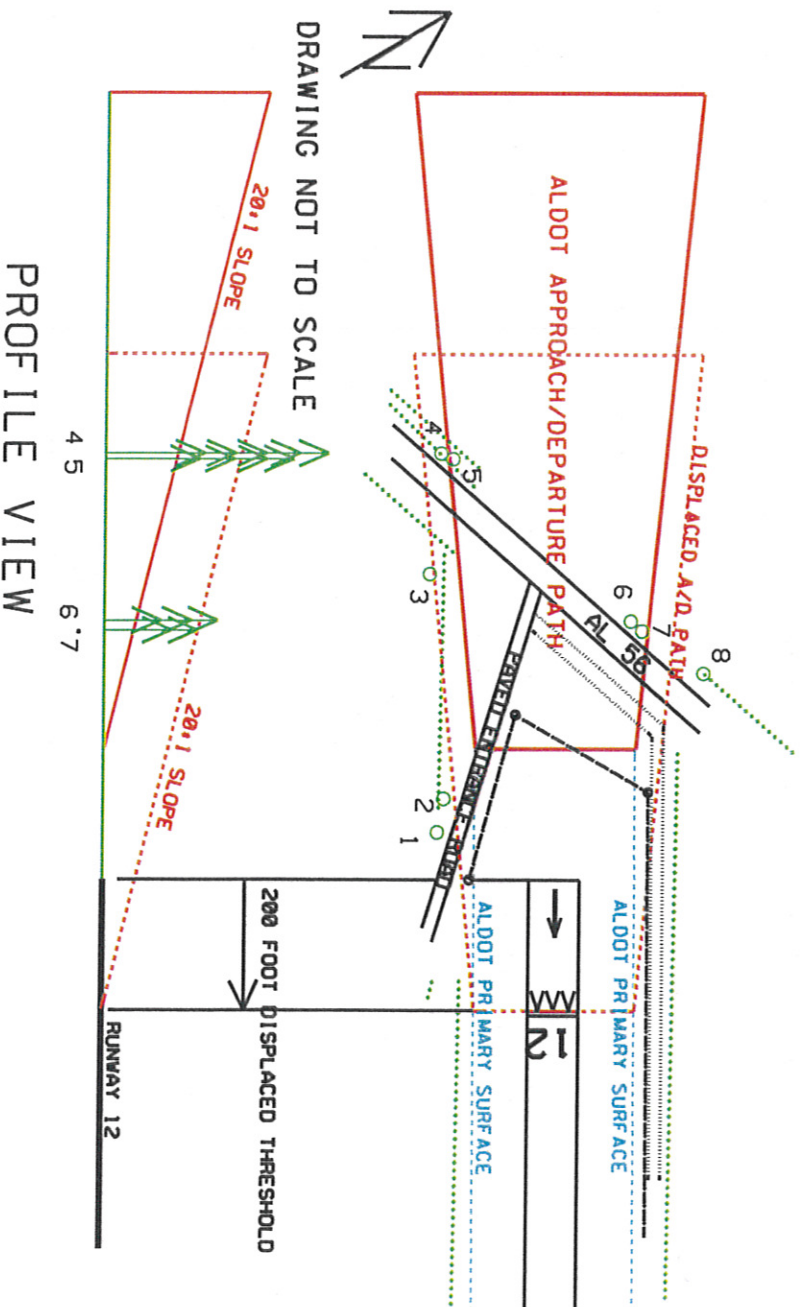
APPENDIX 1

ROY WILCOX AIRPORT JULY 6, 2011

REQUIREMENTS FOR STATE AIRPORT LICENSE RUNWAY 12

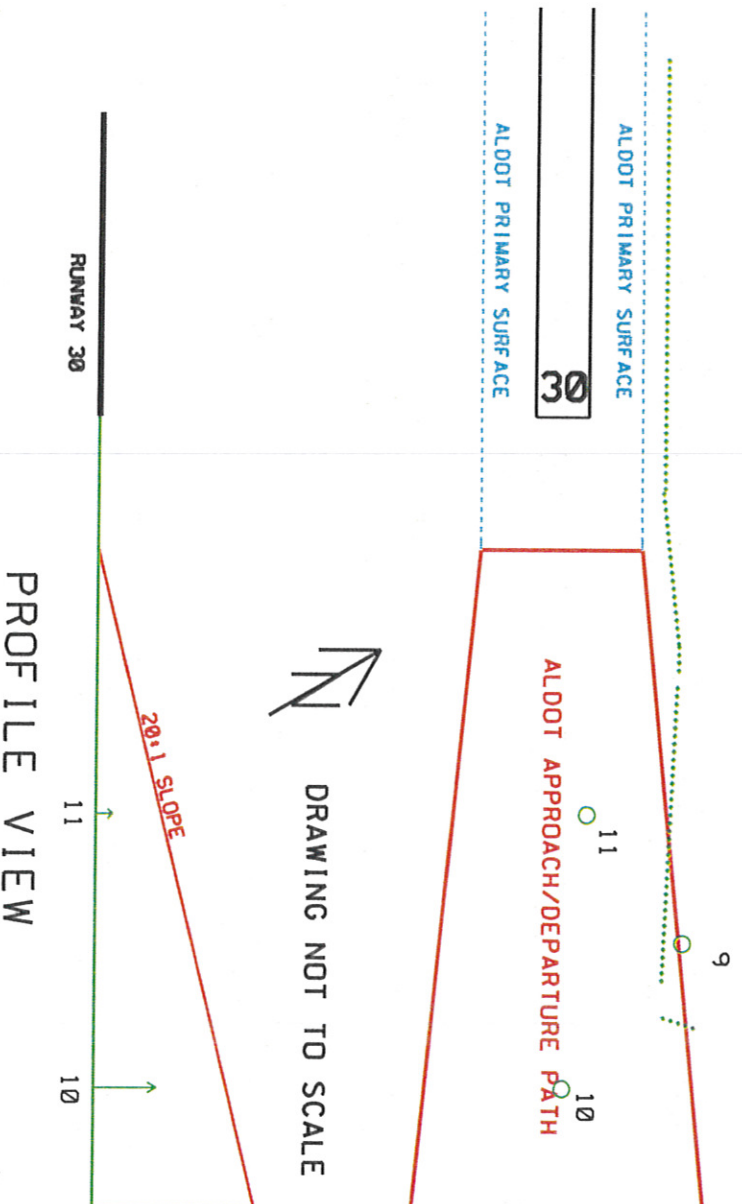
4. TREE - 69' ABOVE RUNWAY END
867' FROM DISPLACED THRESHOLD
181' RIGHT OF CENTERLINE
12:1 OBSTRUCTION CLEARANCE SLOPE
FROM DISPLACE THRESHOLD
 5. TREE - 58.5' ABOVE RUNWAY END
855' FROM DISPLACED THRESHOLD
162' RIGHT OF CENTERLINE
14:1 OBSTRUCTION CLEARANCE SLOPE
FROM DISPLACE THRESHOLD
 6. TREE - 35' ABOVE RUNWAY END
606' FROM DISPLACED THRESHOLD
117' LEFT OF CENTERLINE
17:1 OBSTRUCTION CLEARANCE SLOPE
FROM DISPLACE THRESHOLD
 7. TREE - 29' ABOVE RUNWAY END
594' FROM DISPLACED THRESHOLD
135' LEFT OF CENTERLINE
20:1 OBSTRUCTION CLEARANCE SLOPE
FROM DISPLACE THRESHOLD
- * NOT AN ALDOT OBSTRUCTION

NOTE: THIS SKETCH IS PROVIDED FOR
INFORMATIONAL PURPOSES ONLY AND
SHOULD NOT BE USED FOR ANY OTHER
PURPOSE.



ROY WILCOX AIRPORT JULY 6, 2011

REQUIREMENTS FOR STATE AIRPORT LICENSE RUNWAY 30



NOTE: THIS SKETCH IS PROVIDED FOR INFORMATIONAL PURPOSES ONLY AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE.

AIRPORT SAFETY SELF-INSPECTION CHECKLIST

DATE: _____ DAY: _____

✓ Satisfactory

X Unsatisfactory

Day Inspector/Time: _____ Night Inspector/Time: _____

FACILITIES	CONDITIONS	D	N	REMARKS	RESOLVED BY (Date/Initials)
Pavement Areas	Pavement lips over 3"				
	Hole - 5" diam. 3" deep				
	Cracks/spalling/heaves				
	FOD: gravel/debris/sand				
	Rubber deposits				
	Ponding/edge dams				
Safety Areas	Ruts/humps/erosion				
	Drainage/construction				
	Support equipment/aircraft				
	Frangible bases				
	Unauthorized objects				
Markings	Clearly visible/standard				
	Runway markings				
	Taxiway markings				
	Holding position markings				
	Glass beads				
Signs	Standard/meet Sign Plan				
	Obscured/operable				
	Damaged/retroreflective				

FACILITIES	CONDITIONS	D	N	REMARKS	RESOLVED BY (Date/Initials)
Lighting	Obscured/dirty/operable				
	Damaged/missing				
	Faulty aim/adjustment				
	Runway lighting				
	Taxiway lighting				
	Pilot control lighting				
Navigational Aids	Rotating beacon operable				
	Wind indicators				
	RENLS/VGSI systems				
Obstructions	Obstruction lights operable				
	Cranes/trees				
Fueling Operations	Fencing/gates/signs				
	Fuel marking/labeling				
	Fire extinguishers				
	Frayed wires				
	Fuel leaks/vegetation				
Snow & Ice	Surface conditions				
	Snowbank clearances				
	Lights & signs obscured				
	NAVAIDs				
	Fire access				

